

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Poland	REPORT NO.	[REDACTED] 25X1
SUBJECT	Installations, Cargo Handling, and Work Conditions at Port of Szczecin.	DATE DISTR.	5 August 1953
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[REDACTED] EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

- 25X1 1. [REDACTED] the following consumer goods were exported from the
25X1 port of Szczecin:
- a. Sugar (from Poland and Czechoslovakia brought to Szczecin mostly by railway) to Russia, Germany, Sweden, and Norway.
 - b. Plywood and furniture chiefly to England.
 - c. Cement chiefly to Russia.
 - 25X1 d. Timber [REDACTED]
 - 25X1 e. Iron wire, steel tubes [REDACTED]
 - f. Canned fruit, jam, chocolate mostly to England.
2. Goods imported to the port of Szczecin included cotton, wool, rags, rubber, soot, zinc, lead, copper, chemicals, fertilizers, medicaments, machines, machine spare parts, ball bearings, scrap metal, iron ore, fats, and timber mostly for railroad ties and coal mine beams. 25X1
3. [REDACTED]
- 25X1 (Port Centralny nadbrzeze Lasztownia), and the other, the Starowka (Nadbrzeze Starowka). [REDACTED]

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4. The Starowka Wharf was on the northern part of the peninsula along the Dunczyca canal on the eastern bank of the Oder River. It was separated from the adjoining slaughterhouse and enclosed by a brick wall two meters high. This wharf usually employed about 260 men in three shifts:

Shift A, which was the largest, of about 120 longshoremen,
0700 to 1500 hours
Shift B comprising 80 longshoremen, 1500 to 2200 hours
Shift C of about 60 longshoremen, 2200 to 0700 hours

The shifts were alternated every week. Starowka was controlled by a manager whose office (35 people) was in charge of all workers assigned to jobs on the Starowka and Lasztownia wharves.

5. Lasztownia Wharf was entirely controlled by the Russians and Polish stevedores and longshoremen were sent there from Starowka for specific jobs. It was enclosed by a wire net fence. The working hours were the same but usually only 100 men worked there in three shifts:

Shift A, about 120 men
Shift B, about 80 men
Shift C, which was the night shift, about 60 men.

6. The working conditions were good on the average but with constant increase of norms of production, they became much more difficult. Stevedores were assigned to jobs in groups of 11-17 men depending on the cargo which was to be loaded or unloaded. In 1952 the working norms were as follows:

Cargo	Working Group	From	To	Norm for 8 hours
Sugar	13 men	RR car	ship	160 tn.
Sugar	15-17 men	Warehouse	ship	140 tn.
Sugar	17 men	RR car	warehouse	140 tn.
Cement	13 men	RR car	ship	150 tn.
Cement	11 men	Barge	RR car	140 tn.
Potassium salt	11 men	RR car	ship	90-110 tn.
Fertilizers (unpacked)	11 men	RR car	warehouse	40- 60 tn.
Phosphate salt	13 men	Ship	RR car	160-180 tn.
Timber	13 men	RR car	ship	3-4 RR cars

7. Every employee, whether office worker, stevedore, or longshoreman, had to have the following personal documents:
- Identity card (Dowód osobisty) or soldier's (sailor's) book (Książka żołnierska, Książka żeglarska).
 - Worker's card (Karta pracy) with photograph, name, job and shift assignment, individual's number. Issued by the port authority in duplicate. The duplicate was without photograph and called "Kontrolka pracy".
 - Pass with individual's identification and photograph (Przepustka portowa), in duplicate, issued by port authority, signed and stamped as well by Border Guards (WOP) and customs officials. The duplicate was called "Kontrolka".

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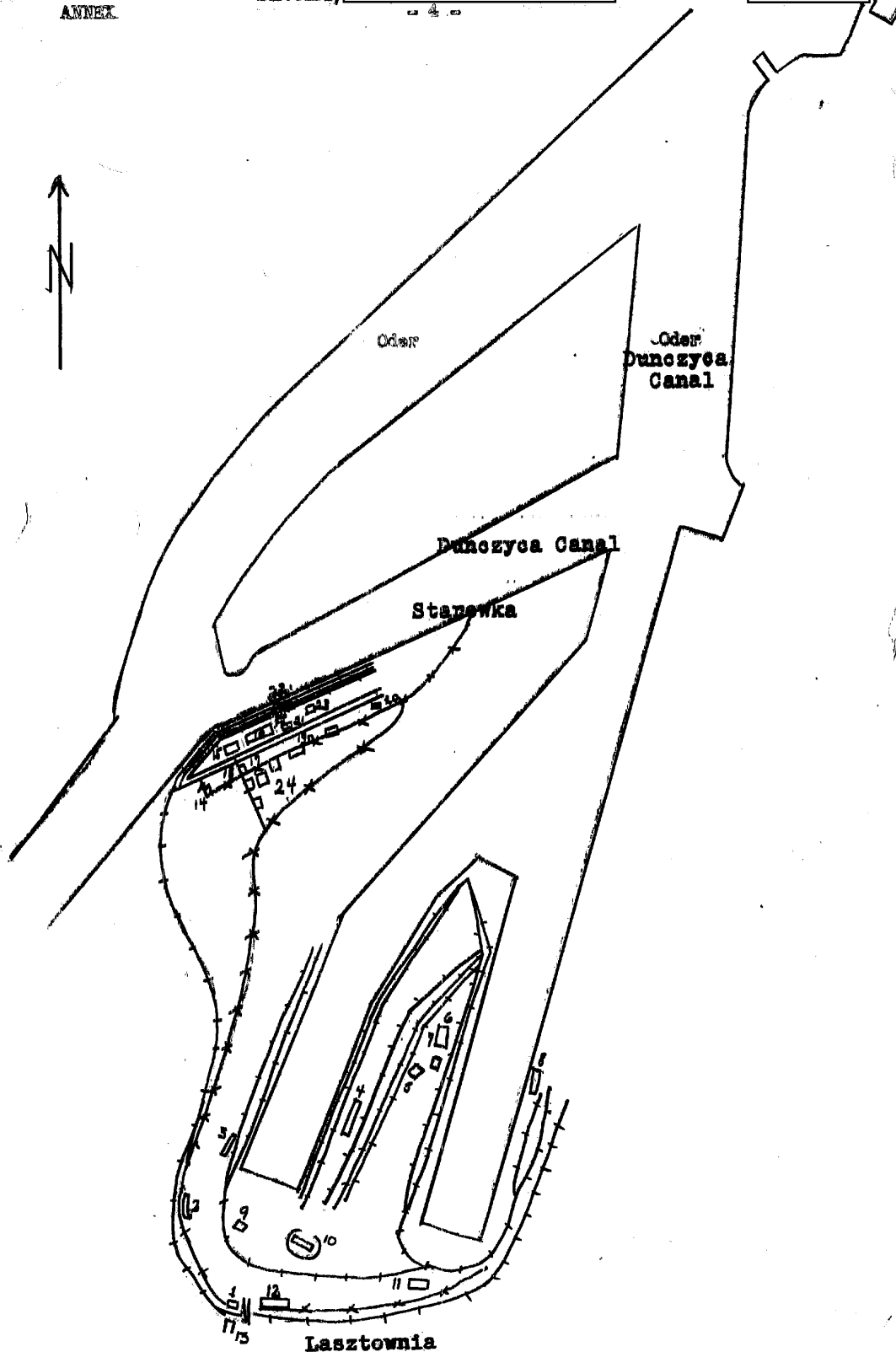
8. These identity papers were checked every day at every gate, and on boarding and leaving ships. The duplicate copies were retained, during working hours, by the foreman, guard, or WOP sentry. Identity papers were necessary in the following instances:
- Upon reporting for work, everybody had to show identity papers to the sentry at the entrance to the port.
 - On reporting to the supervisor of longshoremen and stevedores, the worker had to hand him the duplicate copy of his worker's card. This duplicate copy was checked in the office during working hours, stamped in the column corresponding to the day and was returned by the foreman at the end of the shift. The original was always held by the employee.
 - Upon boarding a ship to load or unload, each worker had to hand over the duplicate of the workers pass to the WOP sentry standing at the bottom of the gangway. It was returned when the working party left the ship. The original was always retained by the worker and had to be shown to the sentry in order to get the duplicate of his own pass back.
 - In order to enter Lasztownia Wharf, special arrangements were necessary as it was controlled by the Russians. Workers' passes were checked at the gate and each worker was given an additional pass, in Russian, which carried the same number as the workers' card. This additional pass was surrendered at the gate upon leaving the wharf at the end of the shift. Every worker had to call out his number.
9. The wages of stevedores and longshoremen were based on the job and kind of cargo. Some cargoes were more difficult to handle and the men were therefore paid more. In 1952 the average stevedore received about 750 zlotys per month. At the same time, a man's suit cost approximately 1,300 zlotys, a pair of shoes 700 zlotys, a good shirt about 200 zlotys, one kilogram of bread 1.80 zlotys.
10. The longshoremen working in the port of Szczecin, came from all regions of Poland. They were mostly young men between 20-30 years of age. No more than 20-25% were members of the United Polish Workers Party. The majority were anti-Russian and nobody wanted to work in the Lasztownia Wharf unless forced. Many were dissatisfied with the Communist Regime in Poland and its attendant living conditions. They often discussed these problems among themselves. Much merchandise was stolen by the workers and smuggled out for their own use or resale in the town. Such thefts were prosecuted and usually the culprit lost his job, but everyone was willing to take the risk. Very often the theft was organized by the whole party and the loot shared.
11. Foreign freighters coming into Szczecin remained in the port for one to three days. Every ship, foreign as well as Polish, was searched by the WOP immediately after mooring and again shortly before leaving the port. Every ship in port was guarded by one or two WOP sentries and everyone boarding or leaving the vessel was checked. In spite of this, there was always the possibility of making contact with members of the crews of foreign ships. It was easier to make contact when the working party was on board; the only major difficulty was the language. Easiest to approach were the crews from Swedish and Panamanian ships. The items most in demand by the sailors were Vodka and Polish money. The stevedores would buy almost anything including cigarettes, nylons, woollens, razor blades, and medicaments. The stevedores were not allowed to have in their possession more than five zlotys in cash but some carried large sums which enabled them to buy a great deal. It was also possible to meet a foreign sailor in town after working hours but this was considered dangerous because the sailors were sometimes followed by UBP agents.

Annex: Installations in the Port of Szczecin (Sketch based on map of Stettin-Germany, 1:25,000, sheet 2553)

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ANNEX



Installations in Port of Szczecin
Scale 1:8333

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Legend:

1. The only entrance to the Lasztownia wharf. The Guardhouse was a brick building, 10 x 8 m. One Soviet sentry and one non-commissioned officer checked workers' cards and issued special Russian passes.
2. A wooden barrack, 10 x 4 m., used for storage of workers' tools and equipment (shovels, picks, waterproof clothes, canvas).
3. Storehouse for cement; concrete building 40 x 10 m. Alongside the building was a loading platform three meters wide and two railway tracks about three meters from the water.
4. Storehouse for cement; two-story concrete building, 80 x 20 m., damaged at the northern end. On both sides of the building were loading platforms three meters wide with railway tracks. On the roof of the building were three cranes, each capable of lifting 3,000 kg.
5. Wharf manager's office; one story brick building, 10 x 4 m.
6. Storehouse for cement; concrete one story building, 30 x 10 m.; with loading platforms on both sides.
7. One-story brick building 10 x 4 m. occupied by Russian soldiers.
8. Three-story brick building 30 x 10 m., occupied by Russian soldiers.
9. Two-story brick building, 15 x 5 m., occupied by Russian soldiers. Around the building were high old trees.
10. Russian barracks; enclosed by a wooden fence two meters tall. At the gate was a Russian sentry. From what one could see through the gate and hear when they were singing, it was one company.
11. One-story brick building, 20 x 5 m., occupied by Russian soldiers. It was probably a workshop.
12. Three-story brick building, 50 x 10 m., occupied by Russian soldiers.
13. Small wooden hut for customs officers.
14. Guardhouse and the only entrance to Starowka Wharf. Small, one-story brick building, 5 x 3 m. One or two sentries from the Port Installation Guard were stationed at the gate to check passes.
15. New, two-story concrete building, 25 x 10 m. Wharf manager's office and other offices including the employment office, accounting and workers' council for Lasztownia and Starowka wharves.
16. Warehouse, one-story building, 60 x 15 m., where all kinds of goods were stored. On both sides were loading platforms three meters wide. On the northern side, along the Dunozycza canal, were three railway tracks and seven portal cranes, each capable of lifting 3,000 kg. On the southern side of the warehouse were two railway tracks. Inside the warehouse, were two small offices.
17. Two-story brick building, 10 x 8 m., containing supervisor's office, and personnel sub-section for Starowka and Lasztownia wharves.
18. Wooden barrack, 10 x 4 m., containing workshop and rest room for crane crew.
19. Brick building in construction.
20. Brick building, one-story, 15 x 5 m., used for storage for workers' tools and equipment (shovels, picks, beams, ropes, waterproof clothes).
21. Small concrete building, 16 x 4 m.; high tension transformer station.
22. Small wooden barrack not in use.
23. Small wooden barrack not in use.
24. Group of brick buildings belonging to the slaughterhouse which was enclosed and separated from the Starowka Wharf by a brick wall with a special entrance which was guarded by a special guard.

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